

Broadway Avenue Bridge Replacement Project



DESIGN WORKSHOP #2 | DESIGN ELEMENTS

Summary
May 2, 2013

Prepared for: Idaho Transportation Department

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Project overview

The Idaho Transportation Department (ITD) is developing plans to replace the existing bridge over the Boise River on Broadway Avenue and repave the roadway between University Drive and Front Street.

Broadway Avenue is a gateway into Boise from I-84 and is one of Idaho's busiest highways. The Broadway Bridge over the Boise River is surrounded by a vibrant community with Boise State University (BSU) on the south and St. Luke's Regional Medical Center on the north. Traffic across the Broadway Bridge is especially high during BSU football games and events in and near downtown Boise.

The current bridge is over 50 years old, showing signs of wear and is too narrow for the high volume of cars, pedestrians and bicyclists that travel over the structure, particularly during local community and BSU events.

Replacing the bridge will improve the roadway and increase safety and connectivity in the area. ITD anticipates the final design will be complete in spring 2014 and construction will begin that winter. The project is expected to be complete by fall 2015.

This project is still in the early stages – no decisions have been made yet about design and ITD is committed to involving the community. Input from surrounding businesses and residents, commuters, local leaders and other community members will be an important factor throughout the design and construction of the project.

ITD has invited community members to participate in a series of three design workshops for this project. The workshops will consist of three focused sessions spread over several weeks in spring 2013.

Workshop #1 – February 28, 2013

During the first workshop, participants learned about the technicalities of bridge design and worked with others to discuss and provide input on roadway, bridge structure and Greenbelt connectivity for the project. A summary of the workshop is posted to the project website <http://itd.idaho.gov/projects/d3/BroadwayBridgeReplacement/>.

Workshop #2 – May 2, 2013

This document summarizes the second design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project. The purpose of the workshop was to gather community input on design elements for the project.

Workshop #3 – Upcoming

A third workshop will be held in early summer. At this workshop, community members will continue to provide input on design options for the project.

Introduction

ITD hosted the second design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project on Thursday, May 2, 2013 at URS and Northwest Nazarene University in Boise, Idaho. Fifty-four people participated in the design workshop.

The workshop objectives were to:

- Present and confirm outcomes of Workshop #1
- Gather input on design elements
- Discuss next steps

Agenda:

- Welcome and Workshop Objectives – Dave Jones, ITD District 3 Engineer
- Housekeeping – Rosemary Curtin, RBCI
- Outcomes from Workshop #1/Project Update – Mark Campbell, ITD Project Manager
- Design Elements Overview – Chas Filanowitz, CH2MHill
- Next Steps – Rosemary Curtin
- Working Groups

Each attendee was provided the following handouts:

- Design Workshop #2 Agenda
- Meeting Evaluation comment form
- Positive Separation/Greenbelt comment form
- General comment form

The document includes a summary of what was learned from workshop participants through working group discussion and comment forms. A verbatim transcription of comments and meeting attendees are available in the appendix, as well as the PowerPoint presentation that was given during the workshop.

The roll-plots that were used during the working groups were too large for this document. To view the roll-plots, visit the project website or contact Mark Campbell at (208) 334-8946.

Presentations

Welcome – Dave Jones, ITD District 3 Engineer

Dave Jones thanked everyone for attending and expressed his great appreciation for participants taking time to be a part of this process. Dave opened the workshop with the following remarks:

- Today we're here to discuss and gather input on the aesthetic and art aspects of designing the new Broadway Bridge. I want to thank and applaud you for contributing to this project and participating in this workshop.
- This bridge means a great deal to our community and to the adjacent university. There is more than just structure to a bridge; we want this to be a valuable contribution to our community.
- Be mindful of the scope, schedule and budget of this project. Each part affects the other. This is your community; your participation will allow us to know what you want for this project.
- Mark Campbell is leading this project for ITD. He's a solid manager capable of managing this important project.

Housekeeping – Rosemary Curtin, RBCI

Rosemary thanked the participants for attending and emphasized that gathering input from everyone is vital to the design process. Rosemary asked the project team and workshop participants to introduce themselves, reviewed the agenda for the workshop and presented the following information:

- The purpose of today's workshop is to gather input about the look and feel of the bridge. During the second half of the workshop, the participants will break into four working groups. The groups will also discuss the concept of positive separation and the design option for each quadrant of the Greenbelt.
- Roll plots of proposed Greenbelt connectivity and three design concepts will be presented to each working group. The three design concepts are titled Classic, Modern and Unique. A facilitator will lead a discussion to determine what the group likes and dislikes about each of these three options. The group will also discuss design elements including surface treatments, gateway concepts, railing, lighting, belvederes and art.
- Comment sheets have been provided for each of the three design options and a separate comment sheet has been provided for participants to give feedback about the workshop.

- All committee members are encouraged to fill out the provided comment forms. The comment forms are very valuable. Input from the workshop participants helps track how the process is progressing.
- The date for the third workshop will be set after it is known how much work must be done to develop a range of options for the project.
- The workshop presentations and working group discussions are being tape recorded to ensure all questions and answers are accurately documented in the meeting summary.

Outcomes from Workshop #1/Project Update – Mark Campbell, ITD Project Manager

Mark Campbell introduced himself and provided an overview of his background and experience with ITD. Mark then reviewed input gathered from Workshop #1 and explained how this input has been incorporated into the design options. He also gave an update on the traffic analysis and environmental evaluation. Below are questions that were asked during his presentation. A copy of Mark's PowerPoint presentation is available in the appendix of this document.

- **Idaho Rivers United has brought up the issue of day-lighting Cottonwood Creek. Will this project impact the day-lighting of Cottonwood Creek?** We are aware of the Cottonwood Creek and it will be avoided and be far enough away that it shouldn't be disturbed.
- **Will you be putting a retaining wall between Broadway Avenue and the BSU parking lot?** Yes, a retaining wall will be built between the BSU parking lot and the roadway.
- **In regard to programing and the FY funds, have there been any changes since the first workshop?** Nothing has changed, it is still programmed for FY 2015, which would begin in the fall or winter of 2014

Design Elements Overview – Chas Filanowitz, CH2MHill

Chas Filanowitz explained key elements that need to be kept in consideration when designing bridge aesthetics. A copy of Chas's PowerPoint presentation is available in the appendix of this document.

What's Next – Mark Campbell and Rosemary Curtin

Mark and Rosemary explained the next steps of the design workshop process:

- ITD will review and summarize comments from today's workshop. Input will be used to develop initial design options.
- A third workshop will be scheduled to present and finalize the initial design options.
- A public open house will be held this summer to present and gather input on design options.

Workshop #2 – Key Findings

Key findings include recurring themes and notable comments from workshop participants. The key findings are the most significant and insightful information learned from the second workshop.

- The bridge should be beautiful on its own, not because of added art or treatments. Use natural materials versus fake treatments. No veneers or phony facades should be used.
- Bridge should be a landmark serving as a gateway between Boise State University and downtown Boise.
- Bridge should reflect the surroundings. Elements should connect to the natural environment.
- Each element of the project needs to be tied together in an overall theme.
- Don't want bridge to date over time.
- Railing or railings need to be as open as possible for drivers, bicyclists and pedestrians to view the river.
- The bridge should incorporate belvederes. Belvederes should be placed at each pier. (Consider using glass as the bottom of each belvedere.)
- Groups are in favor of some type of surface treatment or design on the sidewalks.
- The bridge and Greenbelt should be easy to maintain and be able to withstand vandalism.

Workshop #2 – Summary of Comments

Meeting participants were divided into four working groups to review and discuss three design options: Classic, Modern and Unique.

The groups worked together to also provide input on positive separation, Greenbelt connectivity, surface treatments, gateway concepts, types of railing, lighting options, belvederes and public art. The following section summarizes participants' most often-repeated comments.

A verbatim transcription of all comments is located in the appendices of this document.

POSITIVE SEPERATION: Commonly-heard themes and notable comments included:

Two working groups prefer no positive separation and one group preferred positive separation. The other group had no consensus.

Common comments from the working groups:

- Want separation to be as open as possible for views of the river.
- Concerned about safety and access for bicyclists if barriers are in place.
- Include signage for bicyclists about the barrier.
- Groups had more questions than comments about this topic.

From the 22 comment sheets returned, the most often repeated comments are:

- Positive separation should separate both bicyclists and pedestrians from traffic.
- Positive separation is not preferred.
- Crash-worthy railing should be on the outside of the bridge and be as open as possible.

GREENBELT OPTIONS: Commonly-heard themes and notable comments included:

Several themes emerged from both the working groups and comment sheets that are related to all four quadrants of the Greenbelt. Workshop participants would like:

- Ease of transition for bicyclists to travel from the Greenbelt to Broadway Avenue
- Easy turning movements for bicyclists.
- Adequate sight distance and visibility for connections and turns.
- Large landing areas at the top and bottom of stairways.
- Signage added to access points for safety.

Northwest quadrant

Generally, working groups were supportive of the proposed Northwest quadrant layout. Participants who submitted comment sheets were supportive of the proposed layout with one additional comment:

- Try to avoid the natural channel of the Cottonwood Creek

Northeast quadrant

Generally, participants were supportive of the proposed Northeast quadrant layout with one additional comment:

- Creatively plan this quadrant to compensate for the smaller amount of space available.

Southeast quadrant

Generally, the working groups were supportive of the proposed Southeast quadrant layout with two additional comments:

- Possibly consolidate the stairs and ramp.
- Eliminate ledges to discourage loitering/vagrancy (consider this suggestion in all quadrants).

Participants who submitted comment sheets were also generally supportive of the proposed Southeast quadrant layout with two additional comments:

- Would like to see a pocket park adjacent to the Greenbelt.
- Would like more separation between the ramp and stairs.

Southwest quadrant

Generally, working groups were supportive of the proposed Southwest quadrant layout with two additional comments:

- Consider a crosswalk across Broadway Avenue between the Southwest and Southeast quadrants.
- Integrate the BSU blue light system.

Participants who submitted comment sheets were also generally supportive of the proposed Southwest quadrant layout with one additional comment:

- Consider making the historic church a more prominent part of the environment in this quadrant.

DESIGN OPTIONS: Classic, Modern and Unique

Two groups preferred the unique option. One group preferred modern option. One group did not have a preference and liked individual elements of each option.

Summary comments from workshop participants on each option have been incorporated with each element below. A verbatim transcription of all comments is located in the appendices of this document.

SURFACE TREATMENTS

Design workshop participants preferred surface treatments that are:

- Not veneers or phony facades.
- Natural, real and true materials.
- Incorporated into the sidewalk, such as the river-pattern on walkway.
- Resistant to vandalism.
- Unique to Boise, such as local stone, rock, etc.
- Easy to maintain.
- Colored concrete versus paint.
- Brick and sandstone.

GATEWAY CONCEPTS

Design workshop participants had varying opinions about the gateway concepts. Some of the workshop participants suggested:

- The gateway concepts on the classic and unique options are most preferred.
- The modern option gateway is preferred because it is able to host art.
- Liked the arch with metal panels and the coloring and design of the modern option.
- The modern option gateway design was hideous.
- Gateways concepts should be on both sides of the bridge, but not span the bridge.
- Gateway concepts need to match the overall look and feel of the bridge.
- Be careful when choosing gateway concepts so this feature is not outdated in the future, such as the helix structure on the unique option.

RAILING

Workshop participants unanimously stated that the railing must be open and provide a view of the river for all users of the bridge (e.g., drivers, bicyclists, pedestrians). Some participants made the following comments:

- Like the idea of incorporating lighting into the railing.
- Would like the railing to start farther out on each side of the bridge.
- Like the idea of having symmetrical railing on both sides of the bridge.
- The railing on the modern option is too busy.
- The wavy railing on the unique option is a good reflection of the surrounding natural environment (e.g., river flow, Foothills, etc.).

LIGHTING

Workshop participants had a variety of comments on lighting. The majority of participants liked the lighting presented on the unique option. Some participants liked the modern option lighting because they liked the lamp design and custom unique poles. Others did not like the modern lighting. Some participants liked the lighting on the classic option because it matches existing lighting structures on the Capitol Blvd. Bridge and in downtown Boise. Overall, many of the workshop participants felt that lighting should be:

- Functional.
- LED.
- Able to change color with the four seasons.
- The same theme on the bridge and the Greenbelt.
- More creative than what was presented.
- Incorporated into the gateway entrance.
- Contemporary.
- Downward facing.

BELVEDERES

Workshop participants unanimously wanted belvederes on the bridge. Participants preferred six belvederes – one on each pier, on both sides of the bridge. Some participants made the following comments:

- Design belvederes so they are safe (i.e., discourage jumping and climbing).
- Add benches.
- Add glass bottoms.
- Consider a variety of shapes.
- Should allow the City to place a trash can.

PIERS

Design workshop participants had varying opinions about piers and structural elements. Some participants liked the idea of hidden pier caps and some did not. Participants liked them hidden because they allow for more clearance between the bridge and the river. Participants did not like them because could take longer to construct. Other comments included:

- Piers should parallel the river and be graduated, not straight.
- Piers, girders and abutments should be able to incorporate art.
- Keep steel piers in consideration.

ART

The majority of workshop participants believed that the bridge should be beautiful on its own not because of art or added treatments. It was suggested that a local artist should be involved to help make decisions. Whatever art is incorporated into the bridge needs to be unique to Boise. It was also suggested that art should be educational and not compete with the natural environment. A suggestion was made to identify opportunities with the structure for elements of art and decide what the community wants to impact with art (i.e., gateway, Greenbelt, sidewalk and/or railing). Participants offered a variety of comments about art, such as:

- Include art on and around the bridge.
- Warm tones are preferred over gray concrete.
- Art could be placed on girders, belvederes or gateway concepts.
- Incorporate unique imprints and/or designs on the Greenbelt pathway and the sidewalk over the bridge.

- Include murals on the riverside abutments.
- Use bridge signage as art pieces.
- Integrate art effortlessly. Artwork can be incorporated around the bridge.

Other Comments/Questions:

Comments:

- Workshop participants wanted better visuals of bridge design and elements.
- One participant suggested geothermal pipes be routed under the sidewalk for heat in the winter.

Questions:

- Is the separation barrier between bike lanes and sidewalk?
- Will there be a curb cut with the separation barrier?
- Where would the separation barrier begin?
- Is there a prohibition for bicyclists on sidewalks?
- Can you raise the bike lane with the sidewalk?
- Will the separation barrier take up more of the sidewalk?
- If you don't have the separation barrier can you make the sidewalk wider?
- What about a mountable curb for bicyclists?
- Does a pier cap have to be concrete?
- Where would the shuttle bus curb be on Broadway?
- What will the Greenbelt elevation be?

Appendices

- Comment sheet transcriptions
- Flip-chart transcriptions
- Meeting attendees
- Workshop PowerPoint

ITD-Broadway Avenue Bridge Replacement Project Design Workshop
Positive Separation Comments

#	Separation Barrier	Crash-Worthy Railing
1	As an experienced bike commuter and pedestrian separation barrier only makes sense if bikes and peds are on the same side of the barrier. I am okay with bike lane, curb, sidewalk, without separation barrier	Cars—barrier-bikes and peds- crash worthy railing (diagram)
2	I would prefer a crash-worthy railing vs. a positive separation	I would prefer a crash-worthy railing vs. a positive separation
3	No separation barrier please. Visually distracting.	I think the bridge railing can be beefed up and still be aesthetic.
4		Okay to have the barrier incorporated in the railing.
5	Favor the crash worthy on outside of bridge with no barrier between peds and traffic	Favor the crash worthy on outside of bridge with no barrier between peds and traffic
6	No barrier preferred. 10ft. sidewalk/bike lane/raised sidewalk seems comfortable and safe	
7	Barrier is not necessary	
8	At first I was in favor, now, I support not having a positive separation	Crash worthy wall needs to be as open as possible for views of river
9	Separation barrier between (pedestrian and bikes) and traffic	
10	Yes- prefer barrier with nice sidewalk and lean out rails to river. Put bike lane and walk lane together	
11	Favor a low barrier between the traffic lane and bike/pedestrian area.	Should be able to “see” the river while driving across.
12	I think it is wise to put a separation barrier to provide safety for pedestrians	Again, for safety reasons a crash-worthy railing in this area should be used
13	Separate a barrier between traffic, bicyclist and pedestrians. Bike lane barrier between traffic and bicyclist-raised rounded divider	

14	Barrier between roadway and sidewalk/bike lane together	
15	I would like to see the separation	I would like to see both ped and bike users to be separated from traffic with crash worthy barrier
16	Barrier to separate vehicles from both bikes and peds (outside of travel lanes)	
17	Put bike lane on same level and same side of barrier as sidewalk. Differentiate bike and walk by top surface.	Good visual appeal on outside rail
18	One barrier at outside of bridge	
19	Space for barrier rail 16"-18" add this to SW width.	I say keep it open, don't give cars a crashing point
20		Crash-worthy barrier- as much separation and protection between traffic and pedestrians the better-crash barrier should be located between bike lane and sidewalk. Provide "safe" area for pedestrians
21	If there is not a barrier, sidewalk should be wider, if you have a barrier have a cut out	

ITD-Broadway Avenue Bridge Replacement Project Design Workshop Comments

- 1 #1 concern- bridge piers should be parallel to river current for floater safety, like current Broadway and Capitol Bridges- setting the piers at an angle to the current- as on the Glenwood and Park Center Bridges- creates a hazard for floaters and increase tendency of woody debris to get stuck on the piers
- 2 Like the Modern Bridge example because:
 - Open railing-open panels
 - Contemporary lights
 - Sidewalk patterns/colors
 - Gateways able to host art
 - Graduated size piers so not straight columns
 - Like the gateway arch w/ metal panels
- 3 Suggestions:
 - Colored concrete- NOT painted or with finish that would wear off
 - More areas for art panels or cement impressions (leaves/fish/local animals?) on flat areas
 - Art using how we interact with the river all our different uses- each panel should show a diff use- canoes, rafter, pedestrian, dog walker, stroller, fisherman, biker, rollerblades....
 - Possible idea could be having custom brick areas (say in the entry or the belvedere) that people pay for their brick-fundraiser for art.
 - Also like the insets into the sidewalk like in the front of DL Evans at 9th and Idaho

Like the belvederes- not necessary to be too large as it should just be a step-out moment NOT a park bench

Please be true to design with true materials. No veneers or phony facades. Allow artists to weigh in on colors, patterns and identify opportunities with the structure for elements of art, interpretation and history. Decide where we want to impact with art. Gateway? Greenbelt? Sidewalk? Railing? Please don't pick design elements like fish out of a catalog

*NO concrete forms please
- 4 Important for most bridge users (in vehicles) to be able to see the water. Park Center Bridge is so unsightly and doesn't tell you you're crossing a river. It's just a concrete channel for cars.

- 5 Open railing for views of the river is important. Design elements should be unique and custom but classic enough not to “date” over time. I like the “modern” sketch we were shown the most.
- 6 Classic Bridge- really like to classic lights. Minimize columns in river- classic bridge with integral pier cap. Abutments are nicely designed with stone.
 Belvederes- require for each bridge
 Modern Bridge- steel elements are fantastic on road sidewalk with water paving option gateways.
 Unique bridge “BUILD THIS BRIDGE”
- Design new rails but willing to keep structure
 - Sidewalk should be the river feature
 - Abutments need a little more touch
 - Light feature element on bridge are spectacular. Should be designed to change with the four seasons.
 - Design a feature with the artistic spheres
 - Keep the wave form very visionary
 - Add features to support girders- fishes, art
- 7 #1 Classic, May be the least expensive and quicker to construct. It is the most traditional, safe design and boring. Nothing unique or spectacular.
 #2 Modern, a little more unique. May fit a southwestern theme (Albuquerque). Railing is a little busy.
 #3 Unique, is spectacular! A neon or led lighted bridge is what is needed between St. Luke’s and Boise State. A unique bridge could be an art piece in and of itself. A unique design would be bold and need leadership to propose and implement. <railing needs to be more open>
 Classic-yes-unique stone, entrance under bridge, belvederes
- 8 No- solid rail, change lighting
 Modern: designer railing, belvederes (3), steel element at belvedere, direct visual lighting, brick pattern option or design in sidewalk. Railing not as busy- blending, good lighting (not Asian hat) and caps/gateway- no
 Unique- love the art modern look, great entrance to Boise! Belvedere (3) with steel element, downward lighting no not like the metal fabric for railing-change structure lighting design. Gateway entrance- incorporate the structure lighting and design.

9	<p>#1 Classic/Standard- think about what people will think about how the bridge looks 20 years from now. The classic look will stand the test of time and not look “cheesy” later.</p> <p>#2 Modern- too artsy. Epic failure to try and create something people have to interpret. Boise has tried to do this before and it has become a joke.</p> <p>#3 Unique- I think this is a great idea to make this bridge stand out as a special place in Boise. I think being by BSU this would add a unique feature that visitors would remember.</p> <p>Overall Design Preference 1. Classic, 2. Modern, 3. Unique (too Vegas baby!) Pier preference- standardized pier-cost and schedule. Lighting Unique-rail should not block view. Undulating curve okay-but don’t like lighting.</p>
10	<p>Modern Design- Does not seem to fit the character of the area and city. End caps seem ugly- steel supporting belvederes nice.</p>
11	<p>Could go out of style.</p> <p>Unique- fits better than modern design- don’t care for railing- it would be nice to see some of other types or style. I see this as a future landmark.</p> <p>Classical design- I prefer this design but not with integrated caps.</p>
12	
13	<p>Has to have endurance. No rot, decay, warp, etc. all led solar lighting. No 20th century light pollution keep light down. Design the sidewalk with color and shape. Minimal lighting. Design environmental education into the project on walls or underfoot surfaces. Animal tracks (Boise river animals), leaf shapes (trees), birds, fish and include identification if possible</p> <p>Classic bridge- no</p>
14	<p>Open rail-feel of river</p> <p>Modern Bridge like the concrete smoothness anti-graffiti. Yes 3 belvederes, look symmetrical. Sizes of Belvederes- 3’-4’, glass bottoms Trash p/u- 26’ will walk before someone</p> <p>Unique Bridge- like the top rail, art- geothermal-nature feature. Heat sidewalks with geothermal, make in relative to this area</p>
15	<p>- No classical design</p> <p>- Prefer Unique</p> <p>- In adding additional design elements, stray away from piers that will increase construction times significantly. It will negatively impact the businesses viability in the area.</p> <p>- Making it more pedestrian friendly consider waste management impact.</p>

ITD-Broadway Avenue Bridge Replacement Project Design Workshop Meeting Evaluation Comments

#	Well	Not so well	Suggestions	Other
1	Good facilitation and participation		<p>Would like to see more specific info about placement of the bridge piers in the river.</p> <p>Would like to see specific info about the access to the river from the bridge and the Greenbelt</p>	
2	Break out session			
3	I liked that the room was set up as you entered from the back this time and it seemed like there was more space	Group --- were good		
4	Kara was a "task master!" She kept me on schedule and everyone was able to comment. It was a very productive session!			

Group #1 Working Group

Positive Separation

Majority of the group favored no positive separation with the following questions:

Questions:

- Is this barrier between bike lanes and sidewalk?
- How does the bicyclist get into bike lane from the Greenbelt?
- Will there be a curb cut?
- Where would the barrier begin?
- Is there a prohibition for bikes on sidewalks?
- Can you raise the bike lane with the sidewalk?
- Will the barrier take up more of the sidewalk?
- If you don't have the barrier can you make the sidewalk wider?
- If the barrier is 16-18 inches can you add that to the sidewalk width?
- Drivers are less attentive and a group member thought a wall would make pedestrians feel safer.

Greenbelt

Generally, the group was supportive of each proposed quadrant layout with the following comments:

- **Northwest**
 - Large landing areas at the top and bottom of the stairway
 - Add pedestrian stop lines
 - Add yield signs
 - Nice to open it up and see a visual
- **Southwest**
 - Large landing areas at the top and bottom of the stairway
 - Add pedestrian stop lines
 - Add yield signs
 - Nice to open it up and see a visual
 - Bike check in during where the gathering place (bike corral)
 - Need to get an easement for the pathway from BSU
 - Like the gathering place because of BSU tailgating
 - Like the stairs
 - Add a parallel path
 - BSU would like to sit down and discuss the stairs, pathway

- Comments made on roll plot
 - Need easement
 - BSU game day bike corral
 - Add a parallel path and keep it high instead of the Greenbelt
- **Northeast**
 - Large landing areas at the top and bottom of the stairway
 - Add pedestrian stop lines
 - Add yield signs
 - Nice to open it up and see a visual
 - Sight distance from the stairway and pathway
 - Comments made on roll plot
 - Add stop bar yield, slow through the tunnel
- **Southeast**
 - Large landing areas at the top and bottom of the stairway
 - Add pedestrian stop lines
 - Add yield signs
 - Nice to open it up and see a visual
 - Consolidate the stairs and pathway
 - Like the stairs
 - Eliminate ledges under the bridge (people sleep there)

Classic

The group did not come to a clear consensus on this design and had the following comments:

Likes:

- Like the street lights
- Historic church, match the look and feel
- Like the gateway

Dislikes:

- Might be shadowed by stadium expansion
- Don't like closed railing
- Structure above bridge references a Boston Bridge

Modern

Generally the group liked the elements in the modern design option.

Likes:

- Open railing
- Like the sidewalk design
- Like the stamped concrete
- Like the modern feel of the bridge abutments

Dislikes:

- No dislikes

Unique

Generally the group preferred the unique design option

Likes:

- Like the structure lighting
- Like the top rail and lighting
- More of distinctive view between downtown and BSU
- Look at Kleiner park in Meridian

Dislikes:

- No dislikes

Elements

- **Surface treatments**
 - Hard to clean graffiti off of rock
 - Incorporate art

- Unique to Boise
- Something compatible with anti-graffiti
- If it looks nice people won't graffiti
- Use natural/real materials vs. fake treatments
- **Gateway Concepts**
 - Dislike gateway art
 - Like "Broadway Avenue" sign
 - Would like to have concepts on both sides of the bridge
 - Arches on University (BSU is in the process of making University Drive a pedestrian walkway)
 - Don't want anything spanning the bridge
 - Align the gateway with the Greenbelt only. Not necessarily on the bridge
 - Gateways need to match the overall look and feel of bridge
- **Railing**
 - Want railing as open as possible
 - Concerns about climbing the railing (in the Unique concept) where people may climb to see events or jump.
- **Lighting**
 - Like the structure lighting on unique bridge
 - Lighting in the railing to light the sidewalk
 - Are there going to be street lights?
 - Would like to have accent lighting and lights for bike/ped
 - Don't want over hanging lights
 - Want to be able to hang banners, flags etc. from lights
 - Designs need to get more creative with the lighting
- **Belvederes**
 - Would like them at each pier because it looks symmetrical
 - Everyone favors the belvederes in our group
 - Would like to see glass bottoms on the belvederes
 - Make them wide enough to get out of the bike/ped traffic
 - Can you include benches?
 - Some in the group would like square belvederes
 - Add trash cans if you add benches
 - Need trash cans every 25 feet
 - People won't jump off belvederes because water is too low
- **Piers**
 - Integral

- Don't like the idea of these because it takes more time to construct time
 - Businesses will already struggle enough during construction. You don't need to add construction time. This will hurt businesses.
- **Art**
 - Would like to see artwork
 - Do something unique to Boise
 - Possibly a geothermal display as this is unique to the Boise downtown area
 - Incorporate history
 - Oregon trail
 - Fort Boise
 - Irrigation
 - Use art or plaques
 - No gargoyles
 - Like to see murals on abutments and river side
 - Fort Boise themes on the abutments as opposed to the abstract look and feel
 - Use the image of the openings and reflect it on the abutments with different art such as:
 - Greenbelt theme
 - Fly fishing
 - Biking
 - Make the bridge something that will look good 10+ years from now.

Other comments

- Since City of Boise has to cross the geothermal pipes across the river, the City could look into heating the sidewalks with Geothermal piping.

Group #2 Working Group

Positive Separation

- Bike-Traffic barrier-Ped option has support
- If traffic barrier were used consider access for bicyclists.
- What about a mountable curb for bicyclists?
- A lot of conflict points for bicyclists who use the bridge- conflict points with pedestrians.
- Make sidewalk area wide enough to accommodate pedestrians and bicyclists inside the traffic barrier
- Notification for bicyclists about the traffic barrier, and what their path or area is
- Angle a potential curb but that connects to the Greenbelt so it's useable for bicyclists but not as visible to pedestrians.

Greenbelt

- **Northwest**
 - Ramps for bikes to connect to Greenbelt
 - Add signage to improve bicyclist safety at access points
- **Southwest**
 - Ramps for bikes to connect to Greenbelt
 - Add signage to improve bicyclist safety at access points
 - Shelter for pedestrians crossing at Broadway/University
- **Northeast**
 - Ramps for bikes to connect to Greenbelt
 - Add signage to improve bicyclist safety at access points
- **Southeast**
 - Ramps for bikes to connect to Greenbelt
 - Add signage to improve bicyclist safety at access points

Classic

- One participant likes classic style of bridge

Modern

- One participant likes sleek clean modern look- don't see at many girders
- One participant like modern look, but not the photo of the railing- choose a railing that a good fit with modern style.
- Comments on plot:
 - Glass aggregate on sidewalk
 - Incorporate sidewalk this sidewalk design/treatment

Unique

- Match flowing artwork that elevated with the railing- a flowing pattern in the railing (suggests the Boise foothills or flow of the river)
- Some don't like the helix artwork at the end of the bridges
- Comments on plot:
 - Will lighting concept light the sidewalk efficiently

Elements

- **Surface treatments**
 - Stamped concrete on sidewalks- easier for bicyclists
 - Match sidewalk surface with overall bridge design
- **Gateway Concepts**
- **Railing**
- **Lighting**
 - Make sure there is enough lighting on the bridge for pedestrians and bicyclists
 - How well will the roadway be lit?
 - Maybe lighting built into the railing for pedestrians
- **Belvederes**
 - Abutment treatments at belvedere locations
 - Three belvederes equally spaced on both sides of bridge
- **Piers**
 - Does a pier cap have to be concrete? Steel pier cap may look better with girders
 - There is support for pier caps hidden underneath
- **Art**
 - Make the artwork a focal point at either end of the bridge

Other comments

- Church- concerns expressed about pile/work/vibrations-traffic, construction activity.
- Shuttle bus stop- will there be curbing?
- What will Greenbelt elevation be?
- Create a cycle track on Broadway from University to intersection where Ram is at.
- Discussing right in/ right out at Longmont- Longmont had good connectivity with neighborhood.
- This is a new bridge- maybe a new style/approach
- Match finish work with overall bridge design
- Angle of sidewalk connections to they are useable by bikers –think about turning movement for bicyclists.

Group #3 Working Group

Positive Separation

No consensus was reached on whether or not positive separation is preferred.

Questions:

- Can there be a wall to separate bikes and pedestrians from traffic?

Greenbelt

Generally, group was supportive of each Greenbelt quadrant with the following questions and comments:

- **Northwest**
 - Retaining wall
 - Visibility on connections?
 - Be able to see motion coming down the pathway
 - Ensuring adequate sight distance is important
- **Southwest**
 - Retaining wall
 - Visibility on connections?
 - Be able to see motion coming down the pathway
 - Ensuring adequate sight distance is important
 - Integrate BSU blue light system
 - Entrance mark to football field
- **Northeast**
 - Retaining wall
 - Visibility on connections?
 - Be able to see motion coming down the pathway
 - Ensuring adequate sight distance is important
- **Southeast**
 - Retaining wall
 - Visibility on connections?
 - Be able to see motion coming down the pathway
 - Ensuring adequate sight distance is important

Classic

The group expressed general support for the classic structure.

Likes:

- Long standing
- Won't go out of style
- Like capping of piers
 - Breaks up the look
- Gives a historic look
- Classy (not cheesy)
- Cheaper and quick pier structure
- Fits budget
- Like stone entrance to lights
- Same thing as downtown

Dislikes:

- Not in favor of solid rail
- Too "old"

Modern

The majority of group members did not support this option.

Likes:

- "River flow" along pathway-like this!
- We need more modern/too classic is boring
- Like belvederes
- Like the reveals on the piers

Dislikes:

- Gateway features could look outdated in the future
- Too "artsy"
- Boise has a bad habit of being too "forward" and artsy and it has not been well received
- Gateways are "hideous"
- Keep the modern look but tone it down a bit
- Don't like light structures "Chinese hats"
- Competes with natural environment
- Too busy
- Could attract nuisances
 - Hard to maintain
 - Vandalism
 - Distracting
- Add something to the girders (fish-artwork)

Unique

Overall the group expressed extremely strong support for this option and chose it as their preferred design.

Likes:

- Takes “guts” to build a landmark bridge like this
 - Like that it is spectacular
- Lighted bridge would be good connection between BSU and downtown
- Bridge would have to be raised (roadway) to clear Greenbelt pathway
- Cost would be worth making it look good
- Add river walkway feature
- Bold
- Art piece in it of itself
- Memorable
- Don’t block views of the river
- Incorporate unique features into the green belt pathway
- Intriguing
- Would add to BSU environment (stadium)
- BUILD THIS BRIDGE!

Dislikes:

- Concerned about lighting maintenance
- “Don’t get it at all”
- May not look as good when crossing the bridge

Questions:

- Can the railing start further out on each end?
- Would it be symmetrical on each side?

Elements

- **Surface treatments**
 - Graffiti resistant
 - Cleaning issues
 - Maintenance (long-term)
 - Like the idea of incorporating a river flow pattern on the sidewalk over the bridge
- **Gateway Concepts**
 - Gateway features should be for ped/bike users rather than drivers
 - Like brick or sandstone surfacing

- Need to see what it looks like approaching from either end of the road
- Needs to be more subtle
- **Railing**
 - Don't block view of the river for drivers or pedestrians
 - Want railing made of material that is easy to maintain
- **Lighting**
 - Useful lighting (LED solar)
 - Tie bridge and Greenbelt lighting together (same theme)
 - Use lighting to improve safety over and around the bridge and Greenbelt
- **Belvederes**
 - Keep in mind safety considerations
 - Kids jumping into the river
 - This is a great feature that needs to be incorporated into the new bridge
- **Piers**
 - Like capping of piers
- **Art**
 - Art should provide opportunity to learn about the environment
 - Incorporate art into belvederes
 - Educational
 - Fish (real fish)
 - Fish on girders
 - Maybe on gateway
 - Group likes the idea of incorporating art on and around the bridge

Other comments

- Maintenance considerations- unique pieces might be hard to replace/clean
- Bridge needs to have endurance
- Take into account the existing signage

Group #4 Working Group

Positive Separation

Overall, group in favor of no traffic barrier

Greenbelt

Overall, the group was concerned with how a bicyclist could access the Greenbelt from the bike lane on the Broadway Bridge and vice versa.

- **Northwest**
 - Add a ped/bike ramp to connect to bike lane on bridge to the Greenbelt ramp.
- **Southwest**
 - Add a ped/bike ramp to connect to bike lane on bridge to the Greenbelt ramp, or use ramp at Caesar Chavez Lane.
- **Northeast**
 - Add a ped/bike ramp to connect to bike lane on bridge to the Greenbelt ramp.
 - At intersection of Greenbelt ramp and sidewalk on Broadway Bridge, angle Greenbelt access/radii for softer turn onto Broadway sidewalk.
- **Southeast**
 - Add a ped/bike ramp to connect to bike lane on bridge to the Greenbelt ramp.

Classic

Likes:

- No likes

Dislikes:

- Don't like
- Too classic
- Looks old
- Doesn't reflect surroundings
- Boring

Modern

Generally, the group supported this option with the following comments:

Likes:

- Preferred this railing to classic but wanted it to be more open
- Liked the coloring of the gateway concept in modern design
- Like the pyramid arch in gateway. Felt it worked as an arch for the tunnel and links the piers as a gateway element
- Liked the piers and the columns of modern design
- Liked the custom unique light poles on modern
- Liked belvederes
- Like lamp design for street

Dislikes:

- Did not like the girders – this seems like a lot more material and less sky and air visible with pier cap- like the integral pier cap better
- Don't like the pink stamped concrete
- Want no curves on girder design
- Concerned about the maintenance and repairs of the winding blue swirl surface treatment and having to match color and finish

Unique

Likes:

- Like the integral pier caps

Dislikes:

- Don't like the rail- it feels "cold"
- Concerned that a design this unique will "date" over time
- Don't like the steel tubes with lights- seems like a lot of stuff for little function
- Rail looks like a jail

- Don't like the boring barrier
- Don't like the lighting- it would like be lampooned- like Boise wings at the airport or the structure next to the grove hotel.
- Street lighting has a lot of materials with little function
- What/where is the function of the undulating lights? It adds more materials and cost.
- Not fond of this design, would it get dated quickly? Does it really match other Boise structures? Right next to the historic church?
- Do not like the helix structures- too modern and will be dated.
- Goofy

Elements

- **Surface treatments**
 - Colored concrete 2-tone
 - Have brown girders
 - Artists should help with color choices
 - Warm tones over gray concrete
- **Gateway Concepts**
- **Railing**
 - Open the view to the river
 - most users are in vehicles on the bridge and need to see the river
 - the more open the railing can be the better
- **Lighting**
 - Need adequate lighting in gateway tunnels
- **Belvederes**
 - Like belvederes- 3' depth ok. NO benches. Picture moment
- **Piers**
- **Art**
 - Add bridge name over main river floater channel. Sign should be lit at night.
 - Wants signage of bridge name on both sides of the greenbelt gateway
 - Want an interesting banner
 - Want art all the way down the gateway
 - Local plants
 - Fish/wildlife
 - Walkers/bikers/pets

Other comments

- Provide for Boise police/fire/rescue emergency access- could be at Southwest corner or elsewhere- but need to be able to get a rescue crew to the river at Broadway

Broadway Bridge Design Workshop #2 Attendees		
First Name	Last Name	Company
Raoul	Johnson	URS
Tracey	Stone	Mass Mutual Chamber
Toby	Norton	Boise Parks
Kathy	Murin	ACHD
Amy	Stahl	Boise Parks and Rec
Doug	Camenisch	Parametrix
Eileen	Potler	Starbucks
Rhonda	Jalbert	VRT
Amber	Hudspeth	WH Pacific
Mike	Hedge	City of Boise Street Lights
Cricket	Syes	Petroglyph Energy
Tom	Keyt	Idaho Power
Shawn	Rayne	Ada County Paramedics
Fred	Fritchman	Southeast Neighborhood Association
Mark	Johnson	City of Boise
Jon	Gunnerson	City of Boise-Geothermal
Tom	Chelstrom	Boise Recreation
Richard	Beck	Ada County
Kathy	Muir	Idaho Department of Parks and Rec
Kevin	Martinez	Ram
Ed	Miltner	FHWA
Eric	Gremmo	Murphy's
Don	Matson	COMPASS
Mike	McKinnis	Sterling Bank
Karen	Gallagher	City of Boise
Mike	Cooley	George's Cycles
Woody	Sobey	Discovery Center
Jeff	Werner	WH Pacific
Dave	Butzier	URS
Paul	Marshall	IDCO
Ben	Shalz	TOK
Jodi	Whittaker	Whittaker & Associates
Liz	Paul	IRU
Sarah	Schafer	City of Boise
Pete	Ritter	Boise Police
Wade	Christiansen	WH Pacific
Karen	Sander	DBA

Pat	Shalz	TOK
Matt	Halitsky	City of Boise
Ray	Stark	Boise Metro Chamber
Cheyne	Weston	Boise Parks
Dave	Cooper	Boise State
Matt	Edmond	ACHD
Ross	Blanchard	
Toni	Tisdale	COMPASS
Brian	McDevitt	SENA
Jery	Moynihan	Air St. Lukes
Charles	Trainor	COMPASS
Rod	Woodhouse	URS
Leslie	Pedrosa	VRT
Deanna	Locklear	VRT
Josh	Olson	VRT